

FINE NEW GARAGE OPENED BY RANSONE MOTOR CAR COMPANY

New Building is Located on
Fourth Street between
Main and Pike Streets.

The Ransone Motor Car Company, James F. Ransone, proprietor, opened its new garage on Fourth street between Main and Pike streets Saturday afternoon. The old garage located on Mulberry street will be discontinued and all cars will be stored and work done at the new place.

The new building was designed by Edward J. Wood, and is forty feet wide, eighty feet long and one-story high. A driveway is constructed in the center of the building, and Mr. Ransone's office and store room is on the right side of the entrance. On the right side of the entrance is a small but prettily arranged show room. In the rear of the office and show room is the main room of the garage where there is enough room to accommodate twenty large automobiles.

In the rear part of the building on the left side is work room, one of the

most complete in the city, having two large pits for working under cars. A competent man is in charge of this department and all cars brought from the Ransone Motor Car Company or stored there are taken care of by him. On the right side of the building in the rear is a washing platform.

All of the latest machinery has been installed in the work room and free air may be had at the street by all automobile owners. A large supply of gasoline is also kept on hand at all times.

The Ransone Motor Car Company sell the Maxwell, Chevrolet and White cars.

Mr. Ransone, proprietor of the company, is one of the city's most energetic young business men and has always enjoyed a good business since coming to the city, but expects to do a much larger business in his new establishment. He is a firm believer of the use of printers ink as will be shown by his large ad in this section of the Telegram.

NEW APPERSON HERE.

An Apperson "Light Six" automobile which was purchased by John P. Keeley from the E. L. Spraker agency, was delivered to Mr. Keeley Friday. The car is a beautiful one in finish and appearance and its motor develops forty-five horse power. It attracted much attention from automobile owners when driven over the city streets the first time.

Oil and Gas Development

Latest News of the West Virginia and Nearby Fields with Review of the Week's Operations.

As compared with the early part of the week, development work at the close showed some improvement. The first half of the week furnished nothing better than light producers and fewer of them than has been the rule. In all fields in the East operations continue to decline. Every branch of the industry stands out in bold contrast as compared with a year ago. Just one year ago yesterday, April 17, the crude market broke away from the \$2.50 mark and started on the down grade. Since that time the market at various times has been reduced until it has reached \$1.35. During that period there was but one five-cent advance and that remained for only a short time, when it receded to a lower level. At the present time the Eastern producer is receiving \$1.15 a barrel less for his production as compared with this time last year. Probably no other industry has suffered so great a loss during the same period and it is a matter in which all will agree that no other industry could have suffered so severely and show the same amount of energy as the oil industry. The depression is most noticeable in operations in the various fields and has kept pace with the decline in the market. The volume of operations at this time is just about one-half of what it was a year ago.

Reports from the western fields are more encouraging than at any time since the market began to decline. Those in a position to know claim that the great Cushing field is declining and the only thing that stands in the way of a decided improvement is the possibility of the discovery of another new and prolific field in the mid-continent. With the bearish influence of the western fields removed, eastern operators and producers will again be in a more prosperous condition. In the meantime it will be the better part of good judgment to continue a conservative policy.

The week-end of operations in the eastern fields presented a few good producers. As has been the rule for many months, the Weir sand pool on Blue creek, Elk district, Kanawha county, W. Va., supplied the best producers. In that district, the Ohio Fuel Oil Company completed and shot its test on the Jennie Hoover farm, located 700 feet north of No. 4 on the G. W. Belcher farm, and it produced 100 barrels the ensuing 24 hours. On the same stream and in the same district, the same company has completed a test on the Henry Simpson farm, located 700 feet southwest of No. 1 on the Elijah Anderson farm and has a 25-barrel producer in the Weir sand.

Shooting on Blue Creek. Operators in the Blue Creek field are burning a good deal of the high explosive fluid and the results are very satisfactory. In every instance a shot brings an increase in production. The Ohio Fuel Oil Company's No. 7 on the Edward Gebhart farm had declined to five barrels a day and was shot and its production increased to 90 barrels. In the same district the South Penn Oil Company shot No. 6 on the J. V. R. Skinner farm and increased its production from 10 to 35 barrels a day.

On the east side of the Weir sand development on Falling Rock creek, Elk district, the South Penn Oil Company has completed a second test on the D. J. Lindgren farm and has a 25-barrel producer in the Weir sand. On Jones creek, Duval district, Lincoln county, the Carter Oil Company has the rig completed for a second test on the Ira M. Hill farm, located 800 feet southwest of the Wayland Oil Company's test on the Jennie A. Jones farm.

Good Producer in Doddridge County. In New Milton district, Doddridge county, the South Penn Oil Company has drilled its No. 3 on the L. A. Nicholson farm through the Big Injun sand and has a good producer. The first twenty-four hours after it was drilled into the pay it produced seventy-five barrels. In the Binghamon district, Marion county, Pope Brothers and Company have drilled their test on the J. C. Neely farm through the Gordon sand and will not have better than a five-barrel producer.

In Grant district, Wetzel county, the Wayland Oil and Gas Company has drilled No. 15 on the Smith-Edgell farm through the Gordon sand and has a 30-barrel producer. This location is on Falling Timber run and inside of defined territory. In Fish creek, Church district, Pleasance and Bradley have started to drill a second test on the Sarah Shear farm. In Glenville district, Gilmer county, the Hope Natural Gas Company has drilled a test on the Ezra

Heater farm through the Gordon sand and is making a test, without much show of getting a paying producer.

New Producer at Rosedale.

For the first time in several weeks, the Rosedale development in Birch district, Braxton county, has completed a new well. The new well is Wilkins and Matych's second test on the C. N. Snodgrass farm and is good for twenty-five barrels a day in the salt sand. In the same district, Sands and Stevens are drilling a test on the J. E. Carroll lot.

In Courthouse district, Lewis county, the Hope Natural Gas Company has started to drill a test on the J. E. Turner farm. In Flinderton run, Tennessee district, Harrison county, A. Sheets and Company have started a test on the E. D. Shahan farm. On Bartholomew run, Mannington district, Marion county, the Clayton Oil Company is down 1,000 feet at a test on the L. E. Feltz heirs' farm. In Mannington district, Marion county, the Hope Natural Gas Company is drilling wells on the E. T. Price, S. L. Myers and J. T. Blackshear farms.

The latest reports from Cabin Creek district, Kanawha county, state that the Columbus Producing Company has drilled in its No. 3 on the Williams Coal Company's tract into the Berea grit and it has developed a strong gas pressure and at 44 feet in the Berea grit is spraying some oil. The gas pressure is estimated at four million cubic feet a day. No. 2 on the same tract is delayed with a fishing job. The South Penn Oil Company and the United Fuel Gas Company are drilling important tests in the same district.

Southeastern Ohio.

On the Ohio side, in the shallow sand territory in the Cow run district, Lawrence township, Washington county, L. O. Dauber and Company have a show for an eight-barrel pumper. In the Woodsfield district, Wayne township, Monroe county, J. M. Liffand has completed a test on the C. Eckerman farm and has a light pumper in the second Cow run sand. This location is one-half mile north of production.

Dumb Fourteen Years Girl Can Now Talk

BENHAMTON, N. Y., Apr. 17.—Miss Helen Dodge, 18 years old daughter of Mr. and Mrs. H. G. Dodge, of Lestershire, born deaf and dumb, will deliver an oral oration at her graduation from the Malone State Institution for the Deaf and Dumb in June.

Miss Dodge's case is considered one of the most remarkable in the history of teaching the deaf and dumb. She was placed in the institution when 4 years old and has been a student there ever since.

Her teacher soon discovered that she was unusually intelligent and began experimenting with an effort to teach her to speak. Her vocal chords were found to be in normal condition and before she was 7 years old she had been taught to make sounds which were intelligible. She now speaks as distinctly and with as much expression as a person with the normal faculty of hearing and it is declared that hers is the first case of the kind in this or any other institution.

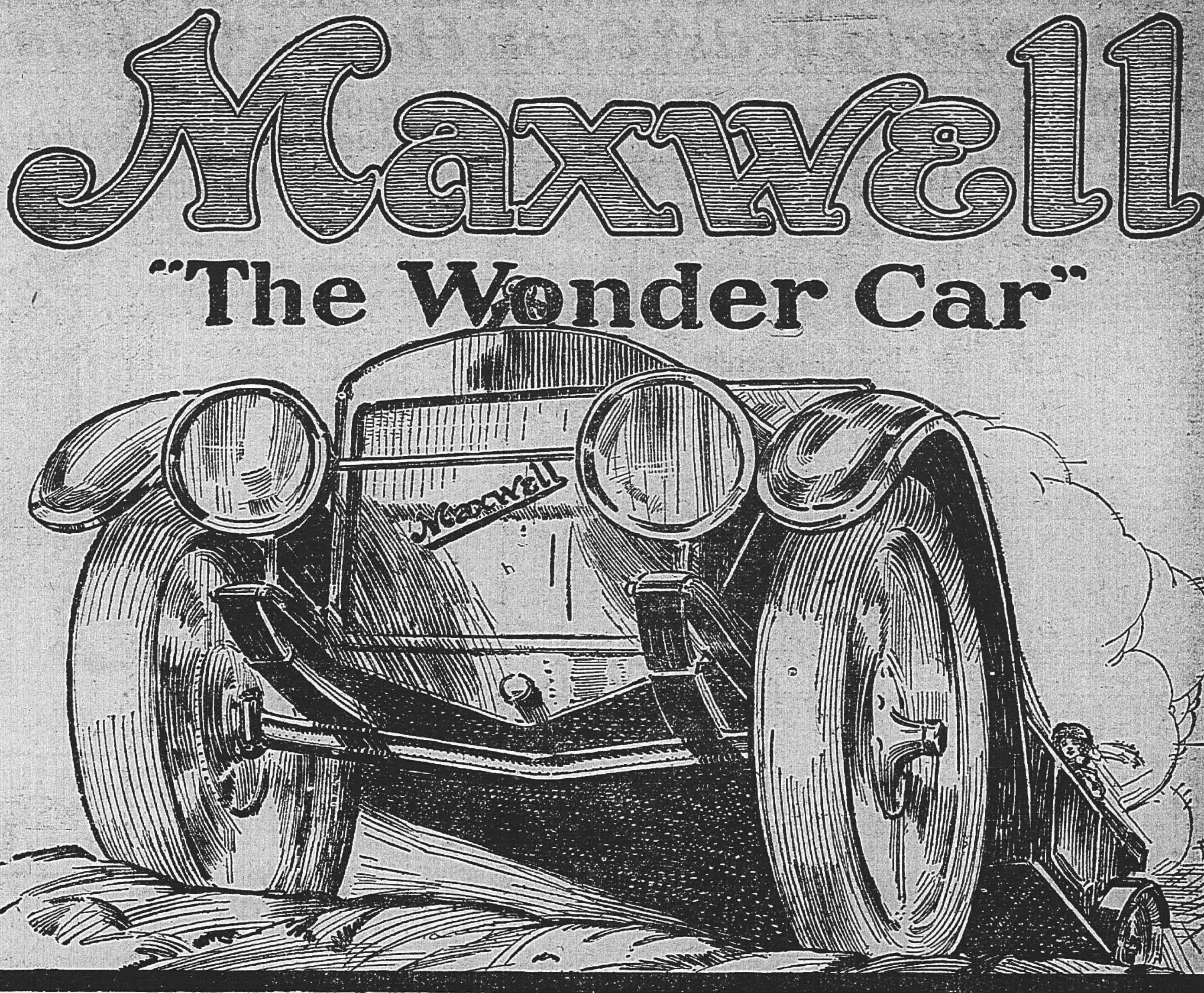
Vagrant Acts As Own Judge and Jury

ATLANTIC CITY, N. J., Apr. 17.—John H. Richards, arraigned in the police court on the charge of being a vagrant, decided his own case and imposed a fine sentence on himself. "You'll have to sit as judge, jury and prisoner," said Recorder Gaskill. "And I want you to be fair with yourself."

"How do you plead, John?" questioned Richards of himself.

"Guilty, yer honor," was the prompt reply in the same voice as Judge.

"Huh! Thirty days for yours and may it prove a lesson to yuh," was his own sentence. Then he escorted himself below to start his term.



Only a Blindfolded man would buy an automobile today without looking the Maxwell over

There's no excuse today for any man who is "jollied" into buying a car before he looks over the 1915 Maxwell.

We give you the two vital things in this Maxwell Car and then the 17 new features that have made the 1915 Maxwell the most talked-about car ever produced.

Here are the two vital things that any sane man wants when he buys an automobile

In the first place

—a handsome, real automobile that he can be proud to ride in.

In the second place

—a powerful, fast, economical automobile that will take him anywhere and bring him back.

We give you these two vital things, and then just about every other detail of refinement, comfort and endurance that you can think of.

Take power and hill-climbing ability, for example—when you buy a 1915 Maxwell you buy an exact duplicate of the stock Maxwell cars in which "Wild Bill" Turner and "Billy" Carlson broke two World's Records in two of the toughest, roughest moun-

tain hill-climbs ever made—Mt. Hamilton and Mt. Wilson.

Take speed and endurance, for example—when you buy a Maxwell you buy a car made by the same designers—the same chief engineer—from the same Maxwell Laboratory, heat-treated, tested steel, that was used in the Maxwell Racers in which Barney Oldfield and "Billy" Carlson both broke the 300-mile non-stop race records in Corona and San Diego.

Read This List of Expensive Features. The 1915 Maxwell Has These Features And Many Others.

Attractive Streamline Body
Pure streamline body, graceful crown fenders, with all rivets concealed. The graceful, style and "snap" that you will find in any of the highest priced cars.

A High-Tension Magneto
Nearly all the high priced cars have high tension magnetos. A high-tension magneto gives positive ignition. The Simms magneto, with which the Maxwell is equipped, is recognized as one of the best magnetos made.

Left Side Drive—Central Control
Left side steer with gear shifting levers in center of driving compartment—center control—has been accepted by leading makers of expensive automobiles as the safest and most comfortable for the driver; that is why the Maxwell has it. The Maxwell is so easy to drive and control that a child can handle it.

Three-Speed Sliding Gear Transmission
All high priced cars have a sliding gear transmission. It is costly to make, but it is the best. If the motor has the power, sliding gears will pull the car out of any mud or sand. The Maxwell has a three-speed selective sliding gear transmission because Maxwell engineers do not consider any other type to be worthy of the Maxwell car.

Double-Shell Radiator with Shock Absorbing Device
The Maxwell radiator is of handsome design, gracefully curved, and it is built to be trouble proof. It is the expensive double shell type and has ample cooling capacity. The radiator is mounted to the frame by means of a shock absorbing device on each side, which relieves the radiator of all twists and distortions of the frame, and by roughness of the road. The shock absorbing device also minimizes the possibility of radiator leaks.

The Roomy Full 5-Passenger Body
Adjustable Front Seat
The 1915 Maxwell has a full grown 5-passenger body. The front seat is adjustable, you can move it three inches forward or backward. This makes the car really comfortable for the driver. No cramped legs for tall people or uncomfortable reaching for short people. Most drivers' seats are made to fit anyone—to fit no one.

Low "Up-keep" Carburetor

The carburetor used on the Maxwell was especially designed for it after long and severe tests under every conceivable condition. Economy tours conducted by hundreds of dealers and owners in different sections of the country have proved its efficiency, its quick response to throttle and its extremely low consumption of gasoline. It has been termed the "low up-keep" carburetor.

Irreversible Steering Gear

The greatest margin of safety has been provided in the steering gear of the 1915 Maxwell. The Maxwell irreversible steering mechanism is superior over every other type in its many adjustments. At no time is more than a fourth of the bearing surface of the gear which operates the worm in use. When needed, a new bearing surface may be had by adjusting the gear a quarter of a turn. In short, the Maxwell steering gear has four times the adjustment of any other kind.

Heavy Car Comfort

What surprises most people is the smooth, buoy-

ant riding qualities of the Maxwell. The spring suspension of the 1915 Maxwell is the same costly combination of long semi-elliptic front springs and the three-quarter elliptic rear springs that is used on most heavy weight, high priced cars. The Maxwell offers you every essential of the highest priced machines at a fifth of their cost.

One Size of Tire—Anti-Skids on Rear

The Maxwell car is one of the easiest cars in the world on tires. Maxwell owners carry but one spare tire and but one size of spare tubes. Economical 30 inch x 3 3/4 inch tires are used all around. A famous make of anti-skid tires are supplied on rear wheels.

A Dependable Electric Starter

For \$55 extra, you can have your Maxwell delivered equipped with the famous Simms-Rux electric starter. This starter is efficient, trouble proof and easily operated.

And the Maxwell is completely equipped from the clear vision, ventilating windshield at the front to the spare tire carrier at the rear.

The Maxwell Company's Guarantee of Service to Maxwell Owners

No other automobile is backed by a more reliable service than that guaranteed every Maxwell owner. More than 2,000 Maxwell dealers—in every part of this country—are always ready to give expert advice, to make adjustments, and to supply new parts at reasonable prices.

This splendid Maxwell dealer service organization is perfected and completed by the chain of Maxwell owned and Maxwell operated Service Branches. Sixteen great Maxwell Service Stations are so located throughout the country that a Maxwell dealer can supply any part for an owner within a few hours if not in his stock. Maxwell Service is one of the great advantages enjoyed by Maxwell owners.

Order a Maxwell from us now, and when you want it delivered, we will give you your car—not an excuse on delivery day

\$695

F. O. B. DETROIT ELECTRIC STARTER \$55 EXTRA

"EVERY ROAD IS A MAXWELL ROAD"
RANSONE MOTOR CAR CO.

4th Between Main and Pike Streets.

\$695

F. O. B. DETROIT ELECTRIC STARTER \$55 EXTRA